

AMENDMENT TO THE SPECIFICATION:

Please replace paragraph [0001] with the following amended paragraph:

[0001] This is a continuation in part of application applications of [U.S. patent application Ser. No. 10/414,710 filed Apr. 15, 2003 and] U.S. patent application Ser. No. 10/414,710 filed Apr. 15, 2003 and U.S. Pat. 6,821,057.

Please replace paragraph [0037] with the following amended paragraph:

[0037] As shown in FIG. 4 and FIG. 5, the linear rail has a back flange 7 to press against the wall of excavation, a narrower front flange 9, two identical lateral flanges 8A, 8B held parallel to each other and spaced apart at distance comparable to but inferior than width of front flange 9 and an intermediary flange 14 parallel to back flange 7 and front flange 9. In the upper section of linear rail, FIG. 4, lateral flanges 8A and 8B are welded perpendicularly onto back flange 7 and front flange 9. In the lower section of linear rail, FIG. 5, lateral flanges 8A, 8B are narrower than at upper section and welded perpendicularly onto back flange 7 and intermediary flange 14. The front flange 9 remains parallel to back flange 7 and join intermediary flange 14 via two or more strips 13A, 13B, 13C. The outer side of each strip 13A and 13B are within alignment of outer side of each respective lateral flange 8A and 8B. Thus, the extent portions of front flange 9 on either side of lateral flanges 8A, 8B and strips 13A, 13B, shape an edge guide to be encompassed by the C-shaped guides provided in strutting assembly. The back flange 7 and intermediary flange 14 project symmetrically outward of lateral flanges 8A and 8B shaping a channel structure comprising opposite sides. Each opposing side includes a separating member 10A preferably of an U-shape shaped member or a of rectangular shape tube 10B welded lengthwise respectively onto lateral flanges 8A and 8B at distance quasi equal between back flange 7 and intermediary flange 14. The separating member 10A of U-shape shaped member may be a partial or half section of a rectangular structural tube cut longitudinally on either side or may be formed by other means such as bending a flat bar or by joining (e.g. welding) flat bars. The separating U-shaped member 10A the back flange 7 and lateral flange 8A form the outer guide for sliding shoring panel 3; the separating U-shaped member 10A, intermediary flange 14 and lateral flange 8A form the inner guide for sliding shoring panel 3B. Locking bars 11A, 11B, of round or rectangular section, are welded inward quasi flush symmetrically on either lip of the back flange 7, so that panel 3 interlocks within outer guide but can access it by swinging. Similarly, locking

bars 12A, 12B are respectively welded onto front side of each separating U-shaped member 10A, [or rectangular tube] 10B, flush to small side, to interlock panels sliding within inner guide. Locking bars 12A and 12B are optional if the length of linear rail is inferior to 20 ft.

Please replace paragraph [0039] with the following amended paragraph:

[0039] FIG. 8 shows a three-dimensional view of a corner rail as viewed frontally from interior of excavation and slightly above it, depicting two opposing sides comprising respectively the outer guides 18A, 18B running along entire length of rail and inner guides 19A, 19B running partially from the bottom up. A pressing plate 17 is fastened on the top to prevent damages when pushing the corner rail down into the ground. As shown in FIG. 9 and FIG. 10, the upper and lower sections of corner rail have essentially the same components, consisting basically of a back flange 20 to press against the wall of excavation and two structural channels 21A, 21B. Said structural channels 21A, 21B could be standard channels, miscellaneous channels, specially formed channels or any other type fabricated by meaning of combining flat bars or cutting lengthwise section from rectangular tubes. The structural channels 21A and 21B are oppositely held with their respective flanges looking outward. The respective webs of structural channels 21A, 22B and back flange 20 are joined together to shape an isosceles triangle whose vertex angle α , is, but not limited, 90 degrees. Additional reinforcing/redundant plate stiffeners of triangular shape, not shown, may be applied to further secure the components together. Each opposite side includes a separating member 22A preferably of U-shape shaped member or of a rectangular shape tube 22B welded at distance quasi equal from respective flanges of each structural channel 21A, 21B forming thereby the outer guide and the inner guide for sliding respectively the shoring panels 3A and 3B. For the upper section of corner rail, the flange of each structural channels 21A, 21B farthest from the back flange 20 is cut almost flush to the web easing the insertion of panels within inner guide. For the lower section of corner rail, a reinforcing/redundant flange 25 may be welded between flanges of structural channels 21A, 21B farthest from back flange 20. Locking bars 23A and 23B of round or rectangular section are fastened inward quasi flush onto each back flange of structural channels 21A, 21B. Thus, panels slide interlocked within outer guide but can access it by swinging. Similarly, a locking bar 24A, 24B is optionally welded onto each separating member U-shaped member 22A, 22B flush to narrow side and interior to inner guide, to interlock shoring panels sliding within.

Please replace paragraph [0042] with the following amended paragraph:

[0042] A complex variation of a corner rail having the lower section same as shown in FIG. 10 but the upper section modified is shown in FIG. 13. The upper section includes a back flange 20 and a narrower flange 27 distantly joined by intermediary of two structural angles 26A and 26B held oppositely outward inside out, to form an isosceles trapezoid. The angle α between oblique sides of trapezoid is, but not limited, 90 degrees or equal to vertex angle α of lower section of corner rail. The cross section of structural angles 26A, 26B fits within cross section of respective structural channels 21A, 21B of lower section so that both sections are joined together to form the entire corner rail. Each structural angle 26A has the separating U-shaped member 22A to form the outer guide for sliding the panel 3, and the locking bars 23A weld inward onto the lip of free leg of structural angle 26A to interlock panels sliding within outer guide.

Please replace paragraph [0046] with the following amended paragraph:

[0046] As shown in FIG. 17, two strutting assemblies are assembled together using vertical extension struts 43A, 43B provided with flanges 44A, 44B 441B and connect onto lower plate 34A, 34B via bolts, not shown. Various lengths of vertical extension struts 43A, 43A may be selected to comply with required specifications of excavation.